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Bills of health were issued to the following-named vessels:

Date.	Vessel.	Number of crew.	Number of passengers from this port.	Number of passengers in transit.	Pieces of baggage disinfected.
June 18	Bluefields	25	5	6	0
June 21	Imperator	19	3	6	0

PANAMA.

Official health statistics of the Panama Canal.

Years.	Average effective force employed.	Percentage of disease.			Percentage of mortality.		
		Diseases of Europe.	Diseases due to climate.	Total.	Diseases of Europe.	Diseases due to climate.	Total.
Compagnie universelle du canal interocéanique de Panama (de Lesseps Company):							
1881.....	928	21.02	42.02	63.04	1.94	4.74	6.68
1882.....	1,910	18.85	47.64	66.49	2.21	4.39	6.60
1883.....	6,287	23.24	42.62	65.86	2.20	4.46	6.66
1884.....	17,615	27.58	36.95	64.57	2.58	4.08	6.66
1885.....	15,215	11.93	49.14	61.07	1.73	3.79	5.52
1886.....	14,935	14.01	43.88	57.89	1.67	3.43	5.10
1887.....	16,217	21.82	39.25	61.07	2.22	3.99	6.21
1888.....	13,725	12.17	40.46	52.63	1.81	2.54	4.35
Mean.....	10,854	18.83	42.75	61.58	2.05	3.92	5.97
Liquidation périodique:							
1889.....	1,826						
1890-1894.....	a 800						
Mean.....	971			49.68			2.88
Compagnie nouvelle du canal de Panama:							
1895.....	1,225			49.95	2.05	.85	2.94
1896.....	3,715			39.91	2.08	.84	2.92
1897.....	3,980			51.85	1.99	1.00	2.99
1898.....	3,400	28.26	13.65	41.91	1.76	.27	2.03
1899.....	2,500	19.76	5.84	25.60	2.24	.12	2.36
1900.....	2,000	17.05	8.50	25.55	3.00	.25	3.25
1901.....	2,000	18.60	6.85	25.45	1.55	.20	1.75
Mean.....	2,703	20.92	8.71	37.17	2.10	.51	2.61

α About.

Reports from Colon—Inspection and fumigation of vessels—Passenger traffic on fruit vessels suspended on account of prevalence of mosquitoes at docks—Yellow fever situation.

Acting Assistant Surgeon Mohr reports, June 20 and 22, as follows:

During the week ended June 17, 1905, the following vessels cleared for ports in the United States and were granted bills of health:

Spanish steamship *Montevideo* for Ponce, via South American ports, June 12, with 127 crew and 50 passengers.

American steamship *Finance* for New York, June 12, with 64 crew and 72 passengers.

British steamship *Beverly* for New Orleans, via Bocas del Toro, June 13, with 42 crew and 6 passengers (4 in transit and 2 for New Orleans).

German steamship *Altai* for New York, via Limon, June 14, with 47 crew and 40 passengers in transit.

American steamship *Orizaba* for New York, June 16, with 69 crew and 43 passengers.

British steamship *Nicaraguan* for New Orleans, via Jamaica and Mexican ports, June 17, with 46 crew and 2 passengers.

As stated in my report of June 12, the steamship *Finance* was fumigated in her after cabin by the quarantine officer of Colon two days before sailing on account of a case of yellow fever which was removed from the vessel.

The steamship *Beverly* was fumigated under my supervision in all the living compartments. The holds of this vessel were not fumigated, as they contained a large quantity of cargo in transit that would have been seriously damaged by sulphur. The passengers on this vessel for New Orleans had been held five days prior to sailing in the detention house at Panama under the observation of the chief quarantine officer. Since the sailing of the *Beverly*, however, I have decided to suspend the passenger traffic on fruit vessels, excepting in cases of well-authenticated immunes, for the reason that mosquitoes are becoming more abundant on the dock where these vessels lie, and a case of yellow fever was found in close proximity to the dock.

Since June 16, 21 new cases of yellow fever have been officially reported on the Isthmus, distributed as follows, according to the locality in which the infection was contracted: Panama, 10; La Boca, 2; Corozal, 2; Empire, 1; Colon, 6. Deaths during the week: Panama, 1; Colon, 2.

Of these cases 11 were employees of the Isthmian Canal Commission, 1 a railroad employee, and 9 were not employed by either the Commission or the railroad.

On June 16 the dead body of a white man, American, was found in a lumber shed, a place of shelter for vagrants, near the docks in Colon. The man had evidently been dead less than twelve hours and the body was taken to the hospital morgue, where a necropsy was made and the cause of death found to be yellow fever. No reliable history of his illness could be obtained. He was recognized as a discharged canal employee who had been drinking heavily.

The master of the steamship *Seguranca*, of the Panama Railroad Steamship Line, arrived here from New York on the 17th instant, reports that a case of yellow fever was removed from the vessel on her last trip at the New York quarantine station, where the patient died two days later. The patient was a cabin passenger who had spent four days at a prominent hotel in Colon prior to the sailing of the ship from this port. The case developed 24 hours after leaving Colon.

Report from Panama—Yellow fever epidemic at Colon and Panama.

Consul-General Lee reports, June 15, as follows:

Yellow fever is practically epidemic at Panama and Colon, and cases have recently been taken from Culebra, and La Boca, at the Pacific end of the canal.

From May 31 to date (14 days), 21 cases have been officially received in the hospitals at Ancon and Colon. Of these, 5 have died.